

# EXTRA.

## 2 O'CLOCK.

### SAVED IN A GALE.

Eighty People from the Foundered Iowa Arrive on the Chester.

Fatal Collision of Their Ship with a Big Ice Field.

The Iowa Left in a Sinking Condition—The Rescued.

The oil-tank steamer Chester, which rescued the shipwrecked crew and passengers of the ill-fated Warren line freighter Iowa, which was abandoned at sea a week ago yesterday, arrived in port early this morning.

She reached quarantine at 5 A. M., and an hour later had dropped anchor off Tompkinsville, N. Y., where she will remain until late this afternoon, when she will be docked at the wharves of the Standard Oil Company at Bayonne, N. J.

Capt. Henrichs Tolle, of the Chester, left his vessel as soon as he could get away after the had come to her anchorage, and came directly to this city to make his report to Herman Shirkner & Co., the consignees of the ship, whose office is at 111 New street.

He reached there about 10.30 o'clock, when he was seen by an EVENING WORLD reporter.

Capt. Tolle is a good-natured little man, with ruddy cheeks and full black whiskers.

He said that he had eighty people in all from the Iowa on board his vessel, and that they would probably remain there for the day, as he would be obliged to consult the British Consul before he could permit them to land.

They were all doing well, he said, and beyond the fact that the vessel had encountered some very heavy weather since he picked up his extra load, which had caused the delay in reaching port, everything had gone well.

"It was about 8 o'clock in the morning of Sunday, Feb. 22, that we first sighted the Iowa," said Capt. Tolle to THE EVENING WORLD man.

"The weather was very bad, and a heavy gale was blowing, with an occasional snow squall for variety.

"The log shows that we were in latitude 45.15, and longitude 45.51, which is several hundred miles East of the New Foundland banks.

"We could not make out what was the matter at first, but something seemed to be wrong, and as she was making signals of distress we kept on toward her.

"When we got close up we found that she was the Iowa, bound from Boston to Liverpool, and we could see that she was badly broken down forward.

"Capt. Owens came to the rail and hailed us, and said he had struck on ice and that the crew had been working at the pumps for twelve hours in their efforts to keep the water out of the hold.

"It was coming in, however, faster than he could pump out, and he was afraid that the vessel was rapidly sinking.

"When I first spoke to him he said that he wanted to be reported, and expected to proceed to the Azores.

"He thought he might be able to accomplish this, but while we were trying to alongside the leak increased rapidly, and he decided to abandon his vessel.

"The damage was evidently greater than he had at first supposed, for while we were trying by we could see that her bow was gradually sinking, and that she was beginning to list heavily in starboard.

"It was about 11 o'clock when we began to take the crew and passengers of the Iowa aboard the Chester.

"They used their own boats, and brought over load after load.

"There were fifty-nine in the crew, besides twenty outfitmen and the steward, and it took us more than an hour to get them on board.

Capt. Tolle gives the following list of the people rescued from the Iowa:

Capt. E. W. Owens, W. Walter, first officer; E. Adams, second officer; A. Brown, third officer; Charles R. Ricker, carpenter; Thomas Anderson, joiner; Charles Burgess, boatswain's mate; F. Fulton, engineer; W. Reilly, first steward; J. Denny, second steward; W. Riding, third steward; J. Corvel, baker; F. Keating, cook; I. Morrow, surgeon; Esther Smith, matron.

Cattlemen—Thomas Daly, J. Dwyer, H. Gilman, W. Holden, Thomas Sullivan, D. Carney, H. McCarthy, Thomas Thompson, L. Jones, W. Tierney, W. Kline, W. Gorry, Charles Shields, G. Boyle, James Boyle, G. Smith, W. Jackson, W. Sullivan, J. Spafford and W. Semple.

Crew—John Jones, J. Schumann, J. Aldin, E. Edwards, J. Bowers, J. Cagrove, E. Fisher, J. Johnson, H. Baldwin, J. Coray, A. Urcher, Thomas Conroy, S. Morris, M. Donnelly, Thomas Brown, M. Currie, B. Auld, J. Lewis, W. Cymont, J. Walter, M. Brown, W. Broderick, D. Devlin, H. Jones, E. Howard, M. Burke, E. Higgins, P. Walter, T. Doyle, E. Conover, J. French, J. Richardson, F. Elliott, W. Flood, J. Collins, U. Benson, F. Johnson, R. Irwin, G. Streich, J. Wherry, J. Keating, J. Mathison and J. Rogers.

The steward was shot and instantly killed last night at his camp, ten miles north of this city, by a negro. They disputed over \$3.00 Hamilton took board.

Blackhorse in Havana.

HAVANA, March 1.—Blackhorse suffered another defeat yesterday in the chess match he is contesting against Judge Dolmaro. The latter lost the Scotch game again, and scored a big game after Havana.

Score: Blackhorse, 4; Dolmaro, 2; drawn, 2.

# FINEST SCHOOL IN NEW YORK.

Grammar School No. 90 Opened in the Annexed District.

Eleven Hundred Pupils in Attendance—The Building Described.

The largest and finest public school building in this city was opened to the children of the Twenty-third Ward this morning.

It is known as Grammar School No. 90, and is located at the corner of Eagle avenue and One Hundred and Sixty-third street, on a portion of the old De Groot estate. The site is healthy and commanding.

The building occupies a site 375 feet by 130 feet. The structure itself is 350 feet long and 60 feet deep; it is about 75 feet high and has two wings. The main entrance is four stories high, built of pressed red brick, with gray stone trimmings.

It presents a massive appearance. The interior is very handsome. Marble is used largely in the decoration and the staircases. The walls are beautifully decorated in "hard stone" and "shell" patterns.

There are forty-six class-rooms in the new school building, the smallest of which is 22x33 feet.

The Grammar Department is located on the top floor. On this floor there is an assembly room 100 feet long and 34 feet wide.

The building is heated by steam, and electric bells and speaking tubes connect every room in the building with the Principal's desk in the assembly room.

All the latest devices in school-house fittings have been employed to make the building perfect.

The Primary Department is located on the second floor. The assembly-room in this department is of the same size as that in the grammar grade, but is so constructed as to be converted into six recitation rooms by means of movable partitions.

The whole cost of the new school is \$750,000. The children, who are early on hand this morning, are from the following schools: Nos. 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

# FOREIGN NEWS OF THE DAY.

A British Steamship Stopped and Boarded by Chilians.

Gen. Mitre Expected to Settle the Trouble at Buenos Ayres.

BY CABLE TO THE PRESS ASSOCIATION.  
BUENOS AYRES, March 2.—Latest advice from the scene of the disturbances in Chile reports no further fighting and say that the insurgents are retreating themselves near Iquique.

A British steamer in the West Indian trade was fired upon at Coronel by a Chilean warship, as she was supposed to be carrying insurgents. The Captain refused to leave to when requested. At the time she was not carrying a flag.

When she was fired upon, Capt. Scott hoisted the British flag and stopped her ship. She was then boarded and searched by the Chilean commander, who found a quantity of powder and dynamite among her cargo.

He was about to seize the staff when Capt. Scott declared it should not be taken without a fight to the death.

The ship was then permitted to continue on her way.

Gen. Mitre Expected to Settle the Argentine Difficulties.

(CABLES TO THE PRESS ASSOCIATION.)  
LONDON, March 2.—The Times has received from Buenos Ayres the following cablegram, which it will print to-morrow:

"The state of affairs in the public mind is the preparation for the reception of Gen. Mitre, who is expected to arrive about March 15."

"The President and Ministers say that the proclamation of the state of siege was a necessary step in the case of the Argentine Republic."

"There are 5,000 troops in garrison here, besides a large police force, but there is no immediate prospect of any disturbance. Indeed, the settlement of all existing difficulties is hoped for through the intervention of Gen. Mitre."

A Lucky London Gambler Breaks a Bank at Monte Carlo.

(CABLES TO THE PRESS ASSOCIATION.)  
LONDON, March 2.—At Monte Carlo yesterday a Londoner, playing at roulette, made a record, the extraordinary fortune to win thirteen maximum stakes in succession of 15,000 francs each, a total of nearly \$30,000.

The performance broke the bank and was roundly cheered.

\$150,000 for Twenty Patti Performances in Rio Janeiro.

(CABLES TO THE PRESS ASSOCIATION.)  
LONDON, March 2.—Mme. Patti has accepted a proposal to give twenty operatic performances at Rio de Janeiro for \$20,000 (nearly \$150,000).

Anti-Pantheistic Rooms Broken Into and Robbed in Kilrush.

(CABLES TO THE PRESS ASSOCIATION.)  
DUBLIN, March 2.—A bitter campaign between the Pantheists and the Catholics is being waged in County Clare on the west coast. The Pantheists have broken into the rooms of the Catholics and robbed them.

CUTTENBURG ENTRIES.

First Race.—For best time horses, five furlongs.  
1. Mart Gibson, 1:10.20. 2. Ripton, 1:10.40. 3. The Duke, 1:10.50. 4. The Duke, 1:10.50. 5. The Duke, 1:10.50. 6. The Duke, 1:10.50. 7. The Duke, 1:10.50. 8. The Duke, 1:10.50. 9. The Duke, 1:10.50. 10. The Duke, 1:10.50. 11. The Duke, 1:10.50. 12. The Duke, 1:10.50. 13. The Duke, 1:10.50. 14. The Duke, 1:10.50. 15. The Duke, 1:10.50. 16. The Duke, 1:10.50. 17. The Duke, 1:10.50. 18. The Duke, 1:10.50. 19. The Duke, 1:10.50. 20. The Duke, 1:10.50. 21. The Duke, 1:10.50. 22. The Duke, 1:10.50. 23. The Duke, 1:10.50. 24. The Duke, 1:10.50. 25. The Duke, 1:10.50. 26. The Duke, 1:10.50. 27. The Duke, 1:10.50. 28. The Duke, 1:10.50. 29. The Duke, 1:10.50. 30. The Duke, 1:10.50. 31. The Duke, 1:10.50. 32. The Duke, 1:10.50. 33. The Duke, 1:10.50. 34. The Duke, 1:10.50. 35. The Duke, 1:10.50. 36. The Duke, 1:10.50. 37. The Duke, 1:10.50. 38. The Duke, 1:10.50. 39. The Duke, 1:10.50. 40. The Duke, 1:10.50. 41. The Duke, 1:10.50. 42. The Duke, 1:10.50. 43. The Duke, 1:10.50. 44. 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